

REPORT OF THE STRATEGIC DIRECTOR PLACE

**TO LEAD MEMBER BRIEFING FOR
PLANNING, TRANSPORT AND SUSTAINABLE DEVELOPMENT
ON 21st March 2023**

**TITLE: City of Salford (A6 Manchester Road, Salford) (Prohibition Of
Waiting) Order 2023**

RECOMMENDATIONS:

That the Lead Member for Planning, Transport and Sustainable Development consider the contents of this report and makes a decision to:

- (i) accede to the objection(s) in part;
 - (ii) approve the modifications to the scheme as set out in this report; and
 - (iii) authorise the making of the Traffic Regulation Order in the modified form.
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EXECUTIVE SUMMARY:

The Swinton and Pendlebury Highways Task Group received complaints regarding vehicles having access issues at junctions on A6 Manchester Road between Worsley Road to Irlams O'Th' Height roundabout. Additional complaints were received in relation to cyclists facing difficulty using the shared facility near Westwood Drive due to inconsiderate parking. A scheme has been developed to provide 'No Waiting at Any Time' restrictions to address these issues and improve the overall safety of the highway.

The Traffic Management Unit have been formally consulted on the proposals on 11th February 2022 and there were no adverse comments received. The TRO was legally advertised on 11th August 2022 until 1st September 2022, during which 2 objections have been received and one in support of the proposal.

BACKGROUND DOCUMENTS:

- Appendix 1 – Schedules as advertised
 - Appendix 2 – Plans as advertised
 - Appendix 3 – Recommended amended schedules
 - Appendix 4 – Recommended amended plans
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KEY DECISION:

No

DETAILS:

The Swinton and Pendlebury Highways Task Group received complaints from the local community regarding access issues on Manchester Road between Worsley Road and Irlams O'Th' Height Roundabout. Site visits were undertaken, which showed vehicles parking close to the junctions and obstructing visibility splays.

The A6 Manchester Road is one of the major routes to Manchester City Centre, subject to 30mph speed limit. The road is also one of main bus corridors to the City Centre. There are several businesses located on Manchester Road as well as residential properties, parks and a nursery.

It is therefore proposed to introduce a series of 'No Waiting At Any Time' restrictions to protect A6 Manchester Road junctions with Hartspring Avenue, Temple Drive, West Drive, Central Drive, Westwood Drive and eastbound approach to the Irlams O'Th' Height roundabout against obstructive and inconsiderate parking. The restrictions would improve visibility for pedestrians, other road users and would also assist with the safe movement of service vehicles. These restrictions will also allow cyclists using the advisory cycle lane on Manchester Road to join the shared facility which is often blocked by parked vehicles.

The scheme was shared and supported by local ward Councillors at the Swinton & Pendlebury Highways Task Group meeting. These waiting restrictions are detailed in the schedule in Appendix 1 and on the plan in Appendix 2.

CONSIDERATION OF OBJECTIONS

A summary of the main grounds of the 2 objections and one in support received and the engineer's response to those points - is set out below. All representations are redacted.

Objection: The proposed restrictions would move the parking to the bottom of Temple Drive and will cause parking issues for residents.

Response: The residents and other road users would have to find available parking spaces. It is not the responsibility of Salford City Council to provide parking places, but to maintain safe traffic flow. The proposed restrictions are in line with the

Highway Code rule 243 which says to not stop or park opposite or within 10 metres of a junction, except in an authorised parking space.

Objection: Would a resident permit scheme not be possible; instead of the proposed restrictions on Temple Drive?

Response: The area would not meet criteria to introduce Residents' Permit Parking Scheme. Such schemes are introduced in zones and restricted to areas where there are large employers or district centres, where workers and shoppers cause nuisance in residential areas seeking to avoid paying parking charges.

Support: When cycling, on the approach to the Height roundabout the dropped kerb to transition from the on-road cycle lane to the shared use footway is almost always obstructed by parked cars, significantly reducing the usable width and creating conflict between people cycling and walking. Turning right out of Hartspring Avenue on a bike is very difficult with parked cars/vans obstructing visibility. Furthermore, walking along Manchester Rd with a pram can be difficult with cars blocking dropped kerbs/crossings at the other junctions where waiting restrictions are being proposed. Thank you for making these improvements.

Response: The aim of the proposed scheme is to maintain visibility at junctions and prevent hazardous parking which creates obstruction to all road users.

After considering all the representations, an amended scheme has been drafted which reduces lengths of 'No Waiting at Any Time' restrictions on Temple Drive only from 10 metres originally proposed to 5 metres. The 5m restrictions are being proposed as a compromise between the demand for on-street parking on the 'No Through' road, whilst still maintaining visibility for all road users.

The recommended amended schedule is reproduced in Appendix 3 and on the plan in Appendix 4.

KEY COUNCIL POLICIES: Local Transport Plan

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS: N/A

ASSESSMENT OF RISK:

The restrictions will be provided in accordance with the Traffic Signs Manual and Traffic Sign Regulations and General Directions (TSRGD 2016).

LEGAL IMPLICATIONS Supplied by:

The Council, by virtue of the Road Traffic Regulation Act 1984 can introduce orders to manage traffic. Where Traffic Regulation Orders are required, they should not give rise to any particular legal implications provided the works and procedures are carried out in accordance with the relevant statutory requirements, which would include the consideration of any objections to a proposed TRO.

FINANCIAL IMPLICATIONS: The scheme is funded from Highways Devolved Capital Budget for Swinton & Pendlebury in 2022-2023 financial year.

PROCUREMENT IMPLICATIONS: There are no procurement implications.

HR IMPLICATIONS: N/A

CLIMATE CHANGE IMPLICATIONS: N/A

OTHER DIRECTORATES CONSULTED: None

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WARDS TO WHICH REPORT RELATES:

Swinton Park

John Searle
Strategic Director, Place